INCIDENT ACTION PLAN

FARMINGTON FIRE UT-WCF-252

DAY OPERATIONAL PERIOD
JULY 15, 2003

Rocky Mountain IMT1
Steve Hart, IC

INCIDENT OBJECTIVES

ICS-202

1. INCIDENT NAME	2. DATE PREPARED	3. TIME PREPARED
Farmington	07/14/03	2000

4. OPERATIONAL PERIOD (DATE/TIME)

07/15/03 0700-1900 hours

5. GENERAL CONTROL OBJECTIVES FOR THE INCIDENT (INCLUDE ALTERNATIVES)

1. **FIREFIGHTER SAFETY: Mitigate risk to firefighters by completing an Incident Risk Analysis and implementing LCES, Code of Safe Practices, and Tridata recommendations.**

2. **PUBLIC SAFETY: Avoid elevated risk to public safety by controlling traffic along roads if the fire or smoke threatens safe vehicle movement; also by posting road blocks at access points to the incident, and informing the general public of incident operations.**

3. **Minimize additional acreage burned in municipal watersheds through direct and indirect tactics.**

4. **Protect FAA radar site on Francis Peak and summer homes in the path of the fire.**

5. **Minimize suppression impacts to Morris Creek Research Natural Area.**

6. **SUPPRESSION OPERATIONS: Using solid anchor points, apply a combination of direct and indirect attack to flank the fire. Hold the fire west of a line from the headwaters of Steed Creek north into Hell Hole Creek and Whipple Creek; hold south of Shepard Creek; hold fire east of the Fire Break Road down to Steed Creek; and north of ridge between Hornet Creek and Steed Creek.**

6. WEATHER FORECAST FOR OPERATIONAL PERIOD

Mostly sunny. Maximum temperatures mid- to upper 90s. Minimum RH 7-12% at higher elevations; 5-8% at lower elevations. Winds southwesterly at 15-20 mph on ridgetops; slope/valley winds upslope 7-15 mph by afternoon. Inversion breaking between 1000 and 1100 hours. Slight chance of dry thunderstorms in the afternoon. Haines Index 6

7. GENERAL/SAFETY MESSAGE

Relax periodically from repetitive movements. Watch your footing.

8. ATTACHMENTS (CHECK IF ATTACHED)

- X☐ ORGANIZATION LIST (ICS 203)
- X☐ DIVISION ASSIGNMENT LISTS (ICS 204)
- X☐ COMMUNICATIONS PLAN (ICS 205)
- X☐ MEDICAL PLAN (ICS 206)
- X☐ INCIDENT MAP
- ☐ TRAFFIC PLAN
- X☐ FIRE BEHAVIOR FORECAST
- X☐ WEATHER FORECAST
- ☐ OTHER

9. PREPARED BY (PLANNING SECTION CHIEF)	10. APPROVED BY (INCIDENT COMMANDER)
Steve Petersburg	

ORGANIZATION ASSIGNMENT LIST

1. Incident Name: FARMINGTON

2. Date Prepared: 07/14/03

3. Time Prepared: 1248

4. Operational Period: 07/15/03 Tuesday Day Shift 0700 - 1900

Position	Name
5. Incident Commander and Staff	
Incident Commander	**Steve Hart, Larry Gregory**
Deputy	
Safety Officer	**Mike Sugaski**
Information Officer	**L. Barclay; L. Pisano- Pedigo; S.Woods; S.Segin**
Liaison Officer	
6. Agency Representative	
Agency	Name
FS Agency Rep	**Tom Tidwell**
FS Agency Rep	**Loren Kroenke**
Resource Advisor	**Steve Scheid**
7. Planning Section	
Chief	**Steve Petersburg, Jim Jaminet**
Deputy	
Resources Unit	**Angela Parker**
Situation Unit	**Dave Silvieus, Dan Ochocki**
Documentation Unit	**Bruce Mangan; Marla Wertz**
Demobilization Unit	
Fire Behavior Analyst	**David Dallison**
Human Resource Specialist	
Training Specialist	**Darrin Dodson**
GIS Specialist	**Anderson, Tony**
Computer Specialist	**Doug Wagner, Geri Morris**
Incident Meteorologist	**Chuck Redmond**

9. Operations Section	
Day	**L.Floyd, B.Post, J.Wallace**
Night	
a. Branch I - Division/Groups	
Branch Director	
Deputy	
Division/Group **A/B**	**Frank Keeler**
Division/Group **C/D**	**Unstaffed**
Division/Group **E**	**Dick Spiess, T.Kennell**
Division/Group **F**	**Mark Swinney**
Division/Group **H/M**	**Air Patrol**
b. Branch II - Division/Groups	
Deputy	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
c. Branch III - Division/Groups	
Branch Director	
Deputy	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
Division/Group	
d. Air Operations Branch	
Air Operations Branch Director	**Jim Johnston**
Helibase Manager	**M.Reba**
Air Attack Supervisor	**Bob Leighty, Dan Pierson**
Air Support Supervisor	**Larry Lofswold**
Helicopter Coordinator	

8.	Logistics Section
Chief	**S.Bauer, V.Chanay (T)**
Deputy	**G.Shaffer**
Supply Unit	**Jim Dahlberg**
Facilities Unit	**R.Showman, J. Blivens (T)**
Ground Support Unit	**Ray Bergquis**t
Communications Unit	**J.Fischer (T), T. Rhodes**
Medical Unit	**Jeff Hatch**
Security Unit	**Jim Maloney**
Food Unit	**Dave Veselka**

Air Tanker Coordinator	
10.	Finance Section
Chief	**Sue Shirts**
Deputy	
Time Unit	**Peggy Jacobson**
Procurement Unit	**Kermit Johnson**
Compensation/Claims Unit	**Denise Tomlin**
Cost Unit	**Connie McCaughey**

Prepared by (Resource Unit Leader)

Angela Parker

Division Assignment List

1. Branch	2. Division/Group
	A/B

3. Incident Name	4. Operational Period
FARMINGTON	07/15/03 Tuesday Day Shift 0700 - 1900

5. Operations Personnel

Operations Chief	**LARY FLOYD**	Division/Group Supervisor	**FRANK KEELER**
Operations Chief	**JEFF WALLACE; BERNIE POST**	Air Attack Supervisor	**BOB LEIGHTY; DAN PIERSON**
Branch Director		Safety Officer	**MICHAEL SUGASKI**

6. Resources Assigned this Period

Strike Team/Task Force/ Resource Designator	Leader	Number Of Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time
IDAHO CITY IHC	RUSS LONG	20	N	DP 5 0700	DP 5 2000
FOBS	RANCE MARQUEZ	1	N	DP 5 0700	DP 5 2000
EMTB	MARK GIANFILIPPO	1	N	DP 5 0700	DP 5 2000

7. Control Operations: Complete and secure line from Repeater Site to Helispot on Division B. Coordinate with Air Attack for retardent line across Divisions B/C/D. Complete access line from helispot to black for egress off division.

8. Special Instructions
All Personnel: maintain hydration. Utilize bucket drops and retardant as needed. Lookouts to be provided by IHC.
Air Priorities: 1) Direct support to line personnel.
2) Retardant lines along Farmington Canyon Rim southeast across Division B/C/D
3) Back haul needs.

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.700	170.975		King	5	NIFC	
Tactical Div/Group	168.050	168.050		NIFC	1	NIFC	
Logistics							
Air to Ground	166.675	166.675		NIFC	7	NIFC	

Prepared By (Resource Unit Leader)	Approved By (Planning Section Chief)	Date Prepared	Time Prepared
Angela Parker		07/14/03	1249

Division Assignment List

1. Branch	2. Division/Group
	B/C

3. Incident Name	4. Operational Period
FARMINGTON	07/15/03 Tuesday Day Shift 0700 - 1900

5. Operations Personnel

Operations Chief	**LARY FLOYD**	Division/Group Supervisor	
Operations Chief	**JEFF WALLACE; BERNIE POST**	Air Attack Supervisor	**BOB LEIGHTY; DAN PIERSON**
Branch Director		Safety Officer	**MICHAEL SUGASKI**

6. Resources Assigned this Period

Strike Team/Task Force/ Resource Designator	Leader	Number Of Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time
Unstaffed					

7. Control Operations

8. Special Instructions

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command							
Tactical Div/Group							
Logistics							
Air to Ground							

Prepared By (Resource Unit Leader)	Approved By (Planning Section Chief)	Date Prepared	Time Prepared
		07/14/03	1906

Division Assignment List

1. Branch	2. Division/Group
	E

3. Incident Name	4. Operational Period
FARMINGTON	07/15/03 Tuesday Day Shift 0700 - 1900

5. Operations Personnel

Operations Chief	**LARY FLOYD**	Division/Group Supervisor	**DICK SPIESS, T.KENNELL**
Operations Chief	**JEFF WALLACE; BERNIE POST**	Air Attack Supervisor	**BOB LEIGHTY; DAN PIERSON**
Branch Director		Safety Officer	**MICHAEL SUGASKI**

6. Resources Assigned this Period

Strike Team/Task Force/ Resource Designator	Leader	Number Of Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time
HELENA IHC	ROCKY GILBERT,	20	N	DP 4 0700	ICP 2000
RUBY MTN IHC	SHANE MCDONALD,	22	N	DP 4 0700	ICP 2000
EMTB	TRINA WADE	1	N	DP 4 0700	ICP 2000
EMTB	SARAH NOALLS	1	N	DP 4 0700	ICP 2000
SOF2	F.BARTLETT	1	N	DP 4 0700	ICP 2000
EMTB	TRINA WADE	1	N	DP 4 0700	ICP 2000

7. Control Operations
Secure and hold line between Farmington Road and Division E/F break. Mop-up as needed.

8. Special Instructions
Keep all personnel hydrated. Utilize bucket and retardant as needed. Lookouts to be provided by IHC.
Air Priorities: 1) Direct support to line personnel.
2) Retardant lines along Farmington Canyon Rim southeast across Division B/C/D
3) Back haul needs.

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.700	170.975		KING	5	NIFC	
Tactical Div/Group	168.200	168.200		NIFC	2	NIFC	
Logistics							
Air to Ground	164.975	164.975		NIFC	6	NIFC	

Prepared By (Resource Unit Leader)	Approved By (Planning Section Chief)	Date Prepared	Time Prepared
Angela Parker		07/14/03	1250

Division Assignment List

1. Branch

2. Division/Group F

3. Incident Name: FARMINGTON

4. Operational Period: 07/15/03 Tuesday Day Shift 0700 - 1900

5. Operations Personnel

Operations Chief	**LARY FLOYD**	Division/Group Supervisor	**MARK SWINNEY**
Operations Chief	**JEFF WALLACE; BERNIE POST**	Air Attack Supervisor	**BOB LEIGHTY; DAN PIERSON**
Branch Director		Safety Officer	**MICHAEL SUGASKI**

6. Resources Assigned this Period

Strike Team/Task Force/ Resource Designator	Leader	Number Of Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time
LASSEN IHC	DAVE RAMIREZ,	20	N	North Spike 0600	North Spike 2100
EMTB	JEFF HAAS	1	N	North Spike 0600	North Spike 2100
SOF2	MARV STROM	1	N	North Spike 0600	North Spike 2100

7. Control Operations

Improve and hold line between Helispot 5 and Division E/F break. Prepare Spike Camp equipment and supplies for back haul.
Fly Lassen from H-5 to helibase at the end of shift and back haul Spike Camp supplies.

8. Special Instructions

Keep all personnel hydrated. Look for sling sites for drinking water.
Lookouts to be provided by IHC.
Air Priorities: 1) Direct support to line personnel.
2) Retardant lines along Farmington Canyon Rim southeast across Division B/C/D
3) Back haul needs.

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command	168.700	170.975		NIFC	5	NIFC	
Tactical Div/Group	168.600	168.600		NIFC	3	NIFC	
Logistics							
Air to Ground	164.975	164.975		NIFC	6	NIFC	

Prepared By (Resource Unit Leader): Angela Parker

Approved By (Planning Section Chief):

Date Prepared: 07/14/03

Time Prepared: 1251

Division Assignment List

1. Branch

2. Division/Group H/M

3. Incident Name FARMINGTON

4. Operational Period 07/15/03 Tuesday Day Shift 0700 - 1900

5. Operations Personnel

Operations Chief	**LARY FLOYD**	Division/Group Supervisor	
Operations Chief	**JEFF WALLACE; BERNIE POST**	Air Attack Supervisor	**BOB LEIGHTY; DAN PIERSON**
Branch Director		Safety Officer	**MICHAEL SUGASKI**

6. Resources Assigned this Period

Strike Team/Task Force/ Resource Designator	Leader	Number Of Persons	Trans. Needed	Drop Off PT./Time	Pick Up PT./Time
PATROL BY AIR					

7. Control Operations

8. Special Instructions

9. Division/Group Communications Summary

Function	Frequency - RX	Frequency - TX	Tone	System	Channel	System	Channel
Command							
Tactical Div/Group							
Logistics							
Air to Ground							

Prepared By (Resource Unit Leader)

Approved By (Planning Section Chief)

Date Prepared 07/14/03

Time Prepared 1254

FIRE WEATHER FORECAST

FORECAST NO. 3

NAME OF FIRE: FARMINGTON CANYON **PREDICTION FOR:** DAY **SHIFT**

UNIT: WASATCH-CACHE NF **SHIFT DATE:** JULY 15, 2003

TIME AND DATE **SIGNED:**

FORECAST ISSUED: 07/14/03 2100 **Incident Meteorologist**

WEATHER DISCUSSION:

HIGH PRESSURE RIDGE OVER THE GREAT BASIN AND DESERT SOUTHWEST WILL SLOWLY DRIFT TO THE EAST TODAY AS LOW PRESSURE MOVES INTO THE PACIFIC NORTHWEST. THIS WILL ALLOW SOUTHWESTERLY WINDS OF 15 TO 20 MPH (20 FT) TO MOVE OVER THE HIGHER RIDGES THIS AFTERNOON. AS A RESULT SLIGHTLY WARMER AND DRIER CONDITIONS ARE EXPECTED. MID AND HIGH LEVEL MOISTURE NOW LOOKS TO MOVE INTO THE FIRE AREA MORE WEDNESDAY AFTERNOON….WITH EVEN ADDITIONAL MOISTURE MOVING INTO THE REGION THURSDAY AND FRIDAY WITH BETTER CHANCES OF SHOWERS AND THUNDERSTORMS. WITH THE INCREASE IN CLOUD COVER…EXPECT SLIGHTLY COOLER CONDITIONS THURSDAY AND FRIDAY.

WEATHER FORECAST

WEATHER: MOSTLY SUNNY.
TEMPERATURES: HIGH 96-100 IN THE VALLEYS/MIDSLOPES AND 88 TO 94 OVER THE RIDGES.
HUMIDITY: VALLEYS/MIDSLOPES 5 TO 8% AND RIDGES 7 TO 12%.

20 FT WINDS:

RIDGETOP - SOUTHWEST 15 TO 20 MPH.
SLOPE/VALLEY – DOWNSLOPE 4 TO 8 MPH THROUGH 1000 AM…BECOMING UPSLOPE/UPVALLEY 7 TO 15 MPH BY THE AFTERNOON…ESPECIALLY ALONG THE SOUTHWEST FACING SLOPES.

HAINES INDEX: 6 HIGH.
STABILITY/INVERSION: TOP OF THE INVERSION AROUND 5500-6000 FT MSL AND IS EXPECTED TO BREAK BETWEEN 1000 AND 1100 AM.

OUTLOOK FOR NEXT SHIFT:

PARTLY CLOUDY WITH A SLIGHT CHANCE OF MAINLY DRY THUNDERSTORMS. HIGHS IN THE MID TO UPPER 80S OVER THE RIDGES AND LOWER TO MID 90S IN THE LOWER VALLEYS. MIN RH 10 TO 15 PERCENT. WINDS UPSLOPE 5 TO 15 MPH WITH SOUTHWEST WINDS 10 TO 15 MPH OVER THE RIDGES…EXCEPT GUSTY NEAR THUNDERSTORMS.

EXTENDED FORECAST:

THURSDAY THROUGH SATURDAY… PARTLY CLOUDY. A CHANCE OF SHOWERS AND THUNDERSTORMS. HIGHS 82 TO 92. SOUTHWEST WIND 10 TO 15 MPH.

OBSERVED WEATHER FOR MONDAY:

DIV H (RIDGETOP)	MAX TEMP 84	MIN RH 19%
DIV B	MAX TEMP 84	MIN RH 20%
FRAWS-13 (FARM. CANYON 5250 FT)	MAX TEMP 99	MIN RH 5%
FRAWS-17 (FARM. CANYON 7750 FT)	MAX TEMP 89	MIN RH 8%

FIRE BEHAVIOR FORECAST

Forecast # 3 — Issued by: David Dallison

Fire name: Farmington Canyon — Prediction for Day shift

Unit: WCF . — Shift date: 7/15 /03

Time and date of forecast: 1600 7/14/03 — Signed:_____

WEATHER SUMMARY:

See weather forecast for detailed weather discussion.

FIRE BEHAVIOR

General:

Fire activity should be very similar to yesterday. Fire behavior will increase slowly following inversion breakout, usually in mid morning.

Individual tree torching short crown runs and short range spotting are possible if the fire becomes established in the steep chutes with conifer fuels along the north aspect of Farmington canyon. Oak and cured cheat grass on south aspects of Farmington canyon will have the most rapid potential rates of spread and will exhibit crown runs on steep south aspects with near complete consumption at the lower elevations. The fire will tend to under-burn oak stands above 6500 feet and on north aspects with torching and short crown runs possible late in the day or with increased wind.

Specific:

Highest potential for perimeter increase will be to the east along the top of the ridge on the south side of Farmington canyon in division C and D, and on the south aspect of Farmington canyon itself. Downslope spread is likely where a fuel bed exists below the fire after sunset due to down canyon winds. Active fire spread may be expected through much of the night due to poor humidity recovery and predicted down slope winds. The fire will tend to back into the bottom of Farmington canyon during the night on the north aspect of the canyon, beware of the potential slope reversal runs in the cheat grass and oak on the south aspect of the canyon.

Potential surface fire rates of spread:

Rates of spread of 5-10 ch/hr are possible when winds align with slope and conifer fuels. Backing fires will generate slower rates of spread .5 to 2 ch/hr. Wherever dense oak brush and cured grass is present, much higher upslope rates of spread are possible in the 30-60 ch/hr range. Potential fire behavior remains high however the probability of significant spread events is becoming lower, due to suppression efforts.

Flame lengths

Expect flame lengths of 4-8 ft in the surface conifer fuels and 2-3 feet for grass fuels, where the fire is burning upslope, 1-2 feet for backing fires. If crown runs occur expect flame lengths in excess of 100 feet in conifer 20 feet in oakbrush.

Spotting: Probability of ignition will be near 60% at the start of the shift increasing to 90% by late afternoon.

Fuel Moistures

Higher elevation fuels above 6500 feet and valley bottom fuels in riparian areas are greener and fire behavior will tend to moderate in these areas. 100 and 1000 hour fuels are very low in spruce fir stands making spotting potential high and increasing the potential for crowning.

Air operations: Inversions may limit visibility In the morning

Safety

Watch for re-burn potential in oak brush that has been under-burned. Watch for chimney effect in Farmington canyon.

LCES.

HEALTH AND SAFETY MESSAGE

SAFETY starts with ***YOU***

We are **ALL** accountable for **SAFE** behaviors

INCIDENT: Farmington Canyon	DATE: 07/15/03	TIME: 0700-1900

Major Hazards and Risks: Dehydration, Steep loose terrain, unburn fuel, reburn potential, underslung line, downhill line construction, air operations, crew shuttle, steep, narrow, windy road (Farmington Canyon), snakes, poison ivy, fatique.

Fire Order of the Day –***O***btain current information on fire status

Narrative: Working in steep terrain with thick oak brush, underslung line and rolling material is not a pretty picture and can be hazardous to your health. Please take the necessary precautions to make the situation as safe as it can be. **LCES and the 10 Fire Orders** must be fallowed. Post sufficient lookouts to observe all of the hazards. Develop the best tactics to minimize the exposure of hiking/working on steep, loose terrain. Make good efficient use of the helicopters for eyes in the sky and bucket drops.

Attitude is everything. Continue with the good work and safety record. Don't become complacent.

Medical an once of prevention is worth pound of cure. Pay attention to what your body is telling you and, treat minor problems before they become major ones. Visit the medical folks for meds and treatment.

Watch Out Situation of the Day

13.ON A HILLSIDE WHERE ROLLING MATERIAL CAN IGNITE FUEL BELOW

Common Denominators of Fire Behavior On Tragedy Fires

* Most incidents happen on the smaller fires or on Isolated portions of larger fires.

* Most fires are innocent in appearance before the "flare-ups" or "blow-ups". In some cases, tragedies occur in the mop-up stage.

* Flare-ups generally occur in deceptively light fuels.

* Fires run uphill surprisingly fast in chimneys, gullies, chutes and on steep slopes.

* Some suppression tools, such as helicopters or air tankers, can adversely affect fire behavior. The blasts of air from low flying helicopters and air tankers have been known to cause flare-ups.

Incident Safety Team: Mike Sugaski, Marv Strom, Floyd Bartlett

Incident Radio Communications Plan

1. Incident Name: FARMINGTON

2. Operational Period: 07/15/03 Tuesday Day Shift 0700 - 1900

3. Basic Radio Channel Utlization

Radio Type/Cache	Channel	Fuction	Frequency/Tone	Assignment	Remarks
NIFC	1	Tactical 1	168.050 168.050	DIVS A/B	
NIFC	2	Tactical 2	168.200 168.200	DIV E	
NIFC	3	Tactical 3	168.600 168.600	DIV F	
NIFC	4	Command Direct	168.700 168.700	All	
NIFC	5	Command Repeater	168.700 170.975	All	
NIFC	6	Air to Ground	164.975 164.975	North Divisions	
NIFC	7	Air to Ground	166.675 166.675	South Divisions	
NIFC	8	Forest Repeater	168.125 164.125 Tone 110.9	EMERGENCY ONLY	
NIFC	13	Weather	162.550	All	
NIFC	14	Air Guard	168.625 168.625	Aircraft Emergency Only	

4. Prepared By (Communications Unit): JL Fischer, COML

5. Date Prepared: 07/14/03

6. Time Prepared: 1640

MEDICAL PLAN	1. Incident Name	2. Date Prepared	3. Time Prepared	4. Operational Period
	Farmington Fire	**07.14.2003**	**2000**	**Day/Night**

5. Incident Medical Aid Station

Medical Aid Stations	Location	EMT Level BLS	EMT Level ALS
Farmington ICP	**Davis County FG (40 58 55.3 x 111 54 14.2) Elev 4268**		**X**
	Helibase @ Lagoon (40 59 16.9 x 111 53 48.6) Elev 4337	**X**	

6. Transportation

A. Ambulance Services

Name	Address	Phone	EMT Level BLS	EMT Level ALS
Davis County Sheriffs Office Dispatch	**Farmington UT**	**911 451.4141 or 451.4150 or 451.4151**		**X**
Air Med (U of U)	**SLC UT**	**581.2991**		**X**
Life Flight (LDS)	**SLC UT**	**321.1234**		**X**
McKay Dee	**Ogden UT**	**321.1234**		**X**

B. Incident Ambulances

Name	Location	EMT Level BLS	EMT Level ALS
1 WM (Helo)	**Farmington Helibase (Lagoon)**	**X**	

7. Hospitals

Name	Address	Travel Time In Minutes Air	Travel Time In Minutes Grnd	Phone	Helipad Yes	Helipad No	Burn Center Yes	Burn Center No
Lakeview Hospital	**Bountiful UT (40 52.4 x 111 49.9)**	**5**	**12**	**299.2143**	**X**			
Davis Hospital	**Leyton UT (41 5.3 x 111 59.7)**	**5**	**15**	**774.7177**	**X**			
McKay Dee	**Ogden UT (41 11.6 x 111 57.0)**	**N/A**	**25**	**398.3737**	**X**			
LDS Hospital	**Salt Lake City UT (40 46.6 x 111 52.7)**	**N/A**	**25**	**408.1181**	**X**			
University of Utah	**Salt Lake City UT (40 46.34 x 111 50.24**	**N/A**	**35**	**581.2293**	**X**		**X**	
Ogden Regional	**Ogden UT (41 9.8 x 111 58.2)**	**N/A**	**20**	**479.2376**	**X**			

8. Medical Emergency Procedures

ALL injuries must be reported to direct supervisor. In case of medical emergency, contact DIVS, who will contact Farmington Communications/Medical Unit Leader and they will take over contact with reporting party. Closest medical personnel will respond to the emergency location. If the situation is URGENT, Division can request a Medivac helicopter immediately through Communications and Medical. Use the Command Channel for radio transmissions concerning medical situations and make sure that you are heard. If necessary, Communications will declare emergency radio traffic only, to assure open communications. Be aware that limited visibility or darkness may delay or negate air transport. REMEMBER NOT TO USE THE PATIENTS NAME!

9. Prepared by (Medical Unit Leader) Jeff J. Hatch	10. Reviewed by (Safety Officer) Mike Sugaski

INCIDENT RISK ANALYSIS (215a)

DIV	HAZARDOUS ACTIONS OR CONDITIONS	MITIGATIONS/WARNINGS/REMEDIES
ALL Div.	Steep Rocky Terrain Unburn pockets of fuel Reburn potential Dehydration Heat exhaustion	Good footing and route selection Maintain **LCES** Maintain **LCES** Drink one quart/ Hr., 3: 1 H2O to sports drink Rest often, pace yourself
	Rattlesnakes Poison Ivy	Avoid, watch where you step and put your hands Identify and avoid
	Communications Fatique	Check frequencies before going to the line, and when you change locations Follow 2:1 work/rest guidelines. Rest when needed
AIR OPERATIONS	Air traffic Terrain Bucket drops Sling loads Powerlines Poor visibility-smoke Dip sites	Maintain Air Attack platform Good como Good A/G como, stay clear of drop zone Identify and avoid Good como and coordination of aircraft Provide dip site manager
TRAFFIC	Weekend traffic Congestion through town Farimington Canyon Rd (steep, narrow, one way)	Drive slowly and defensively Road blocks in place. Divs will coordinate traffic

INCIDENT NAME: **Farmington Canyon**	Date Prepared: 7/14/03	Operational Period: 0600-1900

PREPARED BY SAFETY OFFICER: **Mike Sugaski**

ICS 215a Revised 7-98

Air Operations Summary

Prepared by: Jim Johnson Prepared Date/Time: 7-14-03 2030

(Expanded Form for Large Operations)

1. Incident Name: Farmington	2. Operational Period: Day Date: 7-15-3	3. # of Copies Needed: FAX 1 copy to NUC and Hill ATB

3. Remarks (Safety Notes, Hazards, Air Operations Special Equipment, TFR Coordinates, etc):
All pilots and crew will review flight hazard map and receive a safety briefing
FLY WITH LIGHTS AND TRANSPONDER ON (SQWAK 1255)
Special caution for general aviation aircraft flying I-15 corridor.

HAZARDS: Wires, Smoke, Other Aircraft, Winds Helibase Lat/Long: 40 59 16.9 X 111 53 48.6
Sunrise: Sunset: Helibase Phone #: 541-659-5186

5. TFR Radius: 3 NM
Altitude: MSL
Centerpoint: Lat
Long

6. Personnel	Phone #	7. Frequencies	AM	FM	8. Fixed-Wing	# Avail/Type/Make-Model//FAA #/ Base(s)
AOBD: J. Johnson		Air-Air Fixed-wing	122.225		Air Tankers	Available on request through air attack
ASGS: Larry Lofswold		Air-Air R/W:	123.050			
ATGS: B. Leighty		Air-Ground: north		164.975	Lead Planes	Same
ATGS: Dan Pierson		Air-Ground: south		166.675		
HLCO		Command Rptr:	See communications plan		ATGS Aircraft	AC-500 0FT, C-337 1ZJ
HEB1: M. Reba		Deck:		163.100	Other	Mobile Retardant Plant
HEB1: K. Cook		TOLC:		168.350		

9. Helicopters (Use Additional Sheets As Necessary)

FAA #	Type	Make/Model	Base	Avail	Start	Remarks	FAA #	Type	Make/Model	Base	Avail	Start	Remarks
05R	1	SA-330	HB										
1HP	3	B-206B3	HB			Radiometric Mapping							
0CC	1	SA-330	HB										
30F	2	B-212	HB										
VHQ	2	B-205+											
1WM	3	AS-350	HB										
	3					(replace 0CR)							
2FH	1	S-70	HB										
JDR	1	S-61	HB										

10. Task/Mission/Assignment (Use ICS-220a if additional space is needed; Type/Function Includes: Air Tactical, Retardant/ Recon, Personnel Transport, Water Dropping, etc))

Type/Function	Name of Personnel or Cargo (if applicable) or Instructions for Tactical Aircraft	Mission Start	Fly From	Fly To
Air Tactical	Provide "eye in the sky" during operational period. Patrol Div H/M by air			
F/W Aerial Retardant Lead Plane	Request as needed through air attack. Provide target description by lat/long or Division and landmark			
Medevac	See medical plan. Request through ICP Communications. Give location (lat/long or grid #) and ground contact. If by helo, bring to helipad at Davis Co. Justice Center. Helo 1WM is designated as primary for medevac; backup is local LifeFlight.			
Recon, general Recon, specific	Request as needed through HEB1, ASGS or AOBD. 0800; recon for OPS + 2 to H-5 then around fire. 1000; recon for BAER team + 4 1130; recon for AOBD + 2			
Crew Shuttle	0800; morning crew shuttle undetermined End of shift; fly Lassen IHC from H-5 to HB			
Water Bucket/Tank	Request as needed through ATGS. Give location (lat/long preferred), type of helicopter needed and ground contact.			
Cargo, general Cargo, specific	Deliver cargo as requested. Backhaul spike camp supplies			
	Helibase personnel to monitor general aviation use of I-15 corridor; provide heads up to air attack if aircraft intrude into fire area TFR			
Radiometric mapping	Helicopter 1HP will be doing mapping flights during the day.			
	If need arises to reduce the number of aircraft flying out of Lagoon Helibase, 2 T-3 helicopters can reposition to Sky Park, T-1's to Morgan Co. Airport.			
	Minimize overflying structures inbound/outbound from Lagoon Helibase; use identified "alley". Do not fly over I-15, and stay north of State Steet.			

Safety First

The Five-D System for Effective Fireline Waterbars

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To make effective waterbars on firelines, just remember the 5-D System. The five **D's** are: **Distance, Diagonal, Divert, Discharge,** and **Dissipate.**

Most forest values depend on healthy soils; clean water, streams full of fish, diverse wildlife habitats, productive timberlands, beautiful places, and so on. Firefighters strive to protect our soils by suppressing the wildfires that can damage them.

Methods used to fight fires, especially firelines, can cause erosion and soil degradation, and need to be treated to properly maintain forest values. Fireline surfaces usually cause runoff during heavy rainfall and snowmelt. Without waterbars, excessive runoff will concentrate and cause rills and gullies to form. Effective waterbars can prevent this from happening.

Distance: To be effective, waterbars must break up drainage areas and runoff on the fireline so that there's not enough erosive energy available in runoff to erode the soil. To ensure that excess runoff cannot accumulate, waterbars must be placed the proper distance apart, based on the slope of the fireline. This breaks up the area that accumulates runoff, keeping it small enough to prevent damage. Erosion potential depends on slope and a table is provided on the next page that gives the maximum distance between waterbars, or between a waterbar and the next upslope drainage break.

Diagonal: After deciding where you will put each waterbar, the next decision is how to build them. An important principle in working with flowing water is: don't bully the flow, lead it. Waterbars built directly across a fireline oppose the water's energy and tend to fail. Waterbars built diagonal to the fireline lead the water off and work much better. A diagonal waterbar has a gentle slope along its base that leads the water off. A simple rule is to add 5 to the slope of the road, in percent, and build the waterbar at that many degrees from perpendicular. Or simpler yet, just build them at 30 degrees off perpendicular (see the illustration on the next page).

Divert: A good waterbar will divert the water off the fireline. To do this the waterbar must be sufficiently deep to handle all the flow for as long as it's needed. Excavation is much more effective than fill in making a durable and effective waterbar (a ditch or a dip beats a dike).

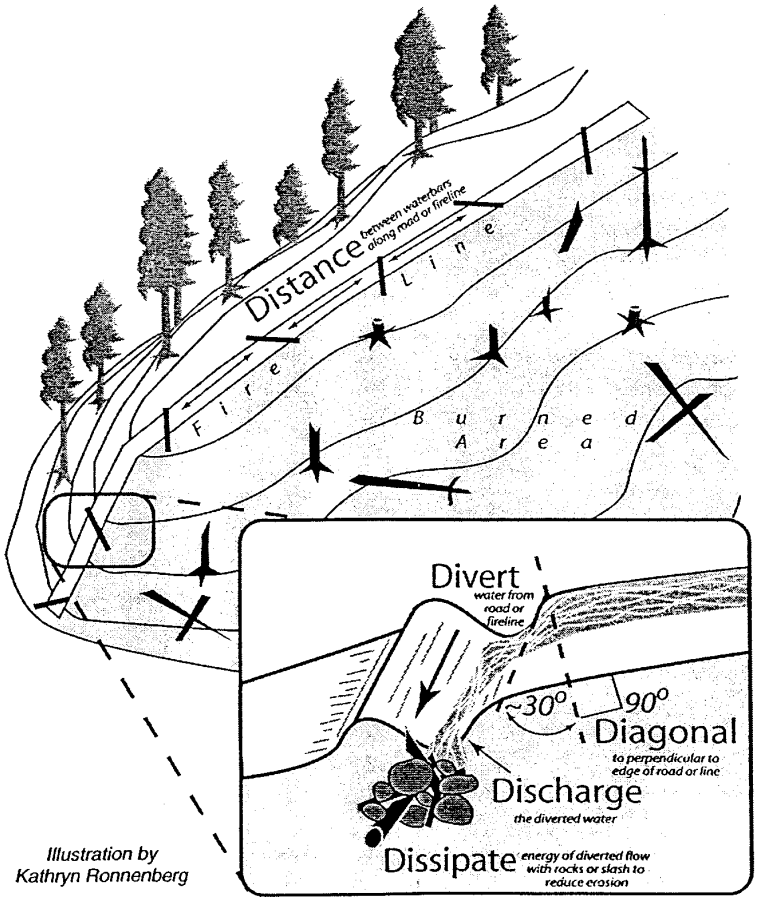
Discharge: Another feature of a good waterbar is that it will discharge the flow. A good waterbar is not a dam - it must have an open outlet.

Dissipate: Finally, a good waterbar should dissipate the flow just below the outlet to exhaust its eroding power and cause it to filter into the soil. This may require placing slash, rock, or debris below the outlet, or fudging a bit on distance to take advantage of natural features that will dissipate the water's erosive energy.

So remember, when locating and building waterbars, place them the right distance apart, at a **diagonal** to the fireline, so that they divert, then **discharge,** then **dissipate** the energy of the flowing water. Be sure to make them deep enough so they'll be durable.

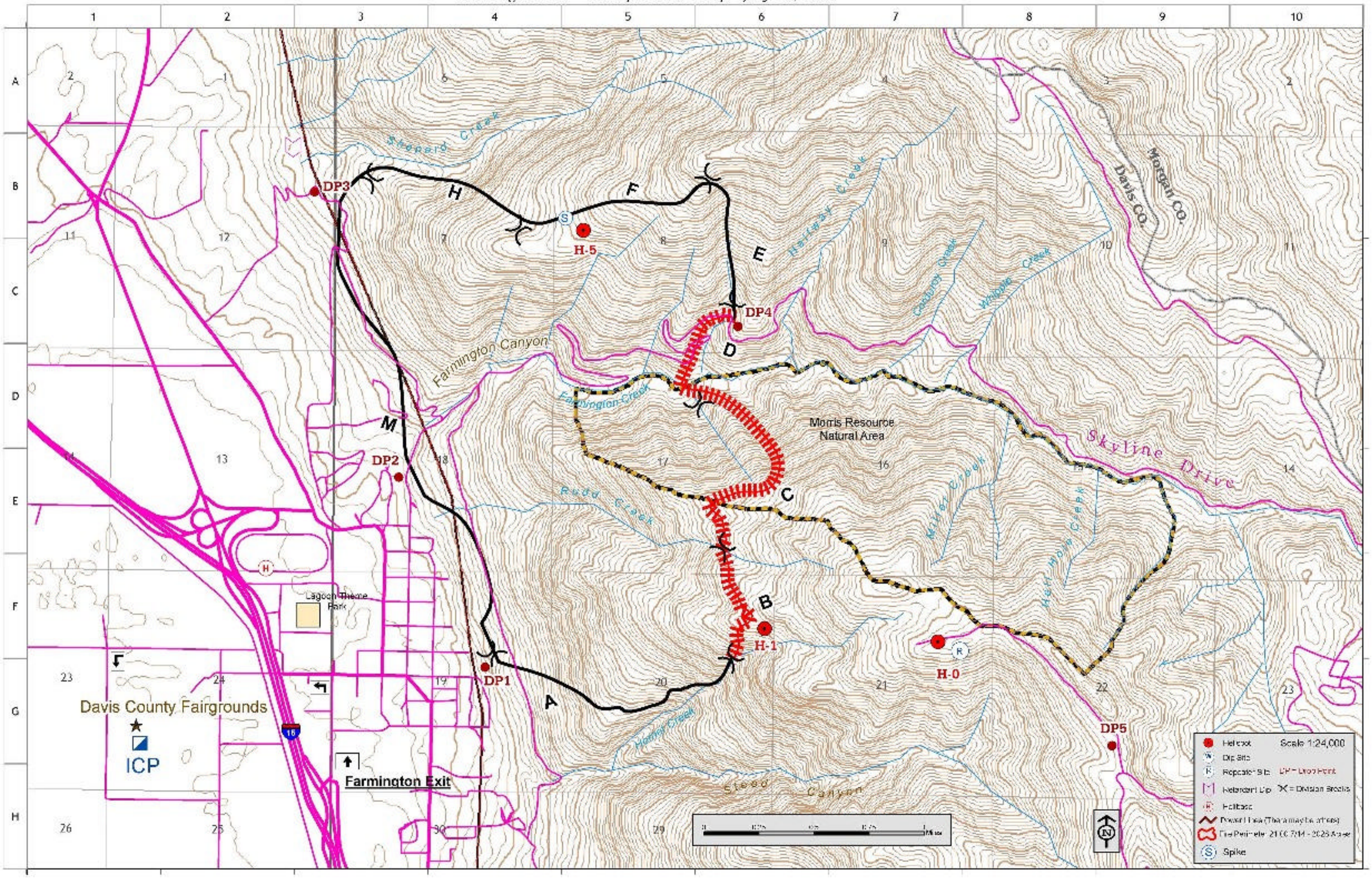
Fireline slope %	Maximum Distance Apart (feet)
1-6	300
7-9	200
10-14	150
15-20	90
21-40	50
41-60	25

Recommended spacing for waterbars on firelines. *Waterbars should be no furthers apart than this, but they may be closer. When in doubt, put in more. From: UDSA-Forest Service, "Sale Administrator's Handbook"*

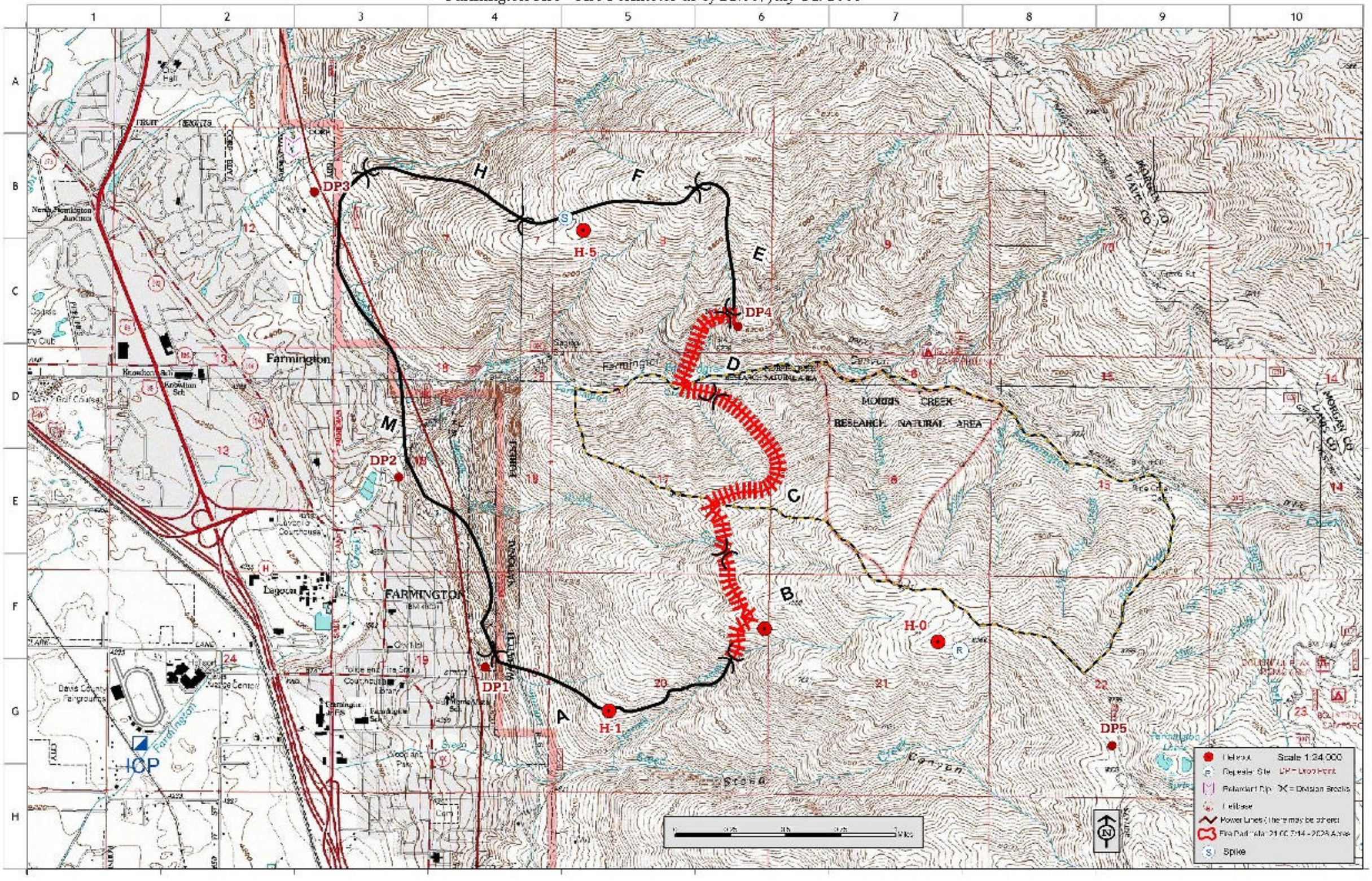


Reference: Hauge, C.J., M.J. Furniss and F.D. Euphrat. 1979. *Soil erosion in California's Coast Forest District.* California Geology. June, 1979

Farmington Fire - Transportation Map - July 15, 2003



Farmington Fire - Fire Perimeter as of 21:00, July 14, 2003



MISC INFO……..

LOGISTICAL INFORMATION –

Shower Hours : 0500 to 1100
1300 to 2300

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Meal Hours :

Breakfast – 0500 to 0900
Dinner - 1800 to 2200

Quiet Hours: 2200 to 0500

Supply Hours: 0600 to 2200

Mail Stop: A box for outgoing mail is set up at the Information Officer station which is located in the middle metal building.

Fuel: For vehicles that do not have an agency vehicle charge card (GSA), an agreement is set up at the Maverick station at the southwest corner of Shepard Lane and Highway 89 approximately two miles north of the helibase. Talk to Ground Support to get the details.

Car Wash – Arrangements have been made with the Super Wash car wash across the highway (east) from the Maverick station where the fuel agreement is set up. Check with Ground Support for information on how to get your vehicle washed for **noxious weed mitigation and safety**.

Traffic pattern in camp parking lot is one way in and one way out – please pay attention to the signs and drive slowly.

PLANNING SECTION INFORMATION

The Farmington Incident now has a TRAINING SPECIALISTS (Darin Dodson) on staff to take care of your trainee needs. Stop by the Plans Section ASAP to get your valuable training accomplishments properly documented.